GEOGRAPHIC NEWS BULLETINS

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THE NATIONAL GEOGRAPHIC SOCIETY

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General Headquarters, Washington, D. C.

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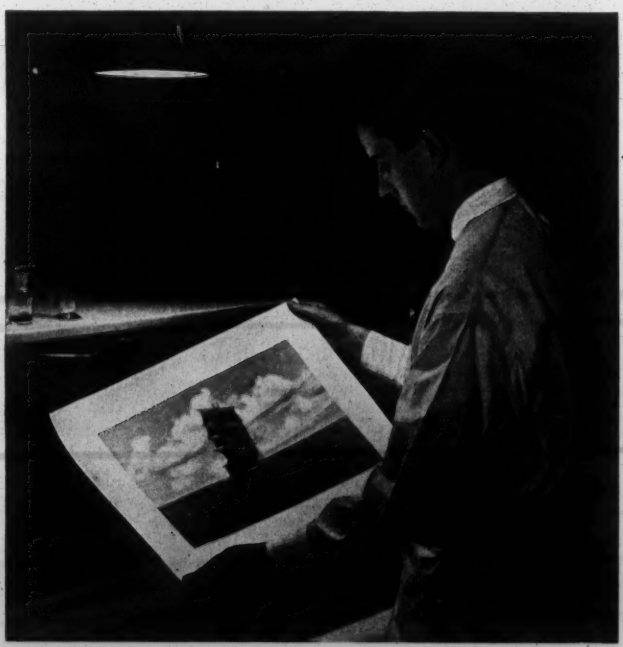

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THE BASE OF ALL PHOTOGRAPHY IS SILVER

Among the commercial users of silver, photography is second only to sterling (knives, forks, spoons, etc.) manufacture. Jewelry and coinage together use only 5 per cent. A print, sensitized by silver nitrate, being developed in the darkroom of the National Geographic Society's headquarters at Washington (See Bulletin No. 5).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Chief Explorations of 1933

AGAIN aërial navigation—by airplane and balloon—figured prominently in the chief explorations of 1933, a survey made by the research staff of the National Geographic Society shows.

Two stratosphere flights, one in the Soviet Union and the other in the United States, each eclipsed the altitude record made by Professor Auguste Piccard over Switzerland and Italy in 1932.

While the Fédération Aéronautique Internationale of Paris has officially recognized as a record the altitude reached by Lieutenant-Commander T. G. W. Settle, who with a companion rose 61,237 feet in a flight from Akron, Ohio, to Bridgeton, New Jersey, the mark set by three Soviet balloonists in Russia earlier in the year is reported to be better than 62,000 feet. The U. S. S. R. is not represented in the international federation, and their mark, therefore, has not yet received official recognition.

Lindberghs Touch Four Continents

Perhaps the most spectacular exploring journey of the year was that made by Colonel and Mrs. Charles A. Lindbergh, who flew more than 29,000 miles, surveying trans-Atlantic air routes and inspecting European aviation facilities. Their long journey, made entirely by plane, took them to Newfoundland, Labrador, Greenland, Iceland, the Scandinavian countries, Russia, England, and western Europe, a third of the way across the Atlantic to the Azores and return to Africa, thence entirely across the South Atlantic in a single hop to Brazil, and homeward via the Amazon, Trinidad, and Miami, Florida.

The most outstanding individual feat in 1933 aviation was the round-the-world solo flight made by Wiley Post, in a plane partially controlled by a "robot pilot." Post circled the globe from July 15 to July 22 via Germany, the Soviet Union, Alaska, Canada and return to New York. The record, 7 days, 18 hours, 50 minutes, eclipsed the previous mark by 21 hours, 1 minute.

To Italy go the year's laurels for mass-formation, long-distance flying. Twenty-three seaplanes and more than 100 men under the leadership of General Italo Balbo last summer flew from Orbetello, Italy, to the Century of Progress Fair, Chicago, and return. But in September five American seaplanes established a new non-stop distance record for formation flying by a journey from Norfolk, Virginia, to Coca Sola, Canal Zone, 2,059 miles.

A French plane hung up a new world's non-stop distance record August 5-7, by a flight from Floyd Bennett Field, New York, to Rayak, Syria, 5,653 miles.

Mt. Everest Conquered

Mt. Everest was conquered by airplane in April, when two flights by planes of the Houston-Mt. Everest Expedition were made over the world's highest peak, and noteworthy photographs of it were secured. The Ruttledge-Mt. Everest Climbing Expedition, in its attempt to plant the British flag on the snowy summit of the mountain, twice sent advance units within 1,000 feet of the top, only to have them forced back.

Word was received in October that an expedition of the American Museum of Natural History succeeded in reaching the summit of Mount Albert Edward, in New Guinea, never before scaled. An aërial survey of the entire State of Massachusetts was completed by the Harvard Institute of Geographical Exploration. C. J. Hubbard, Jr., conducted flights over unknown parts of Labrador, obtaining a large collection of aërial views.

The England-to-Australia record lured British and Australian flyers. In October, Charles Ulm, Australian airman, clipped 11 hours from a record established only a week previously by Wing Commander Sir Charles Kingsford-Smith. The new record is 6 days, 17 hours, and 56 minutes for the journey from Feltham, England, to Derby, Western Australia.

Added to the maps of the world were the following: a new 21,000-foot peak in southeastern Tibet, found by Captain F. Kingdon-Ward; a volcanic island in the Pacific at latitude 31.28 north, longitude 152.13 east, noted by a passing British steamer; and some unknown portions of northwestern Sudan, Africa, by the Bagnold-Libyan Desert Expedition. Preliminary reports of newly-discovered islands off the coast of Siberia also have been made.

Dr. Sven Hedin continued his explorations in the desert zone between Siberia and Tibet west of the Gobi, collecting neolithic age specimens, and biological material. F. T. Smith, of the Field Museum, completed a two-year study of the north Tibet frontier.

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PENGUINS HAVE AN "AT HOME" FOR A VISITING PHOTOGRAPHER

As the polar bear symbolizes the Arctic, so this bird has come to personate the South Polar regions of eternal snow. Nests of the Adélie penguin are nothing more than small clusters of stones, and stealing nest stones might be termed a national sport among these strangely manlike creatures. They have no fear of man and are insatiably curious (See Bulletin No. 3).

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Finland, Land of Forty Thousand Lakes

THE name of the Republic of Finland has not only appeared often in the news recently, but it also achieved the distinction of specific mention in President Roosevelt's opening address to the 73rd Congress. The reason is that Finland, alone among foreign nations which owe the United States money, has met each payment in full, setting a good example for other debtor nations.

Although Finland's debt is smaller than most, her population, too, is small and her location astride the Arctic Circle is not conducive to great wealth.

Finland (known to the Finns themselves as "Suomi") is often referred to as "Little Finland" by those who have not carefully studied a map. This hardy and thrifty republic stretches from the Baltic Sea to the Arctic Ocean and has an area a little greater than that of Minnesota and Wisconsin combined. As a land of "forty thousand lakes," it somewhat resembles in topography the two American States.

Produces Many Noted Runners

To most Americans, Finland is known chiefly through the exploits of its Olympic athletes, headed by Paavo Nurmi. Beginning with the success of Hannes Kolehmainen at the Stockholm games in 1912, Finland's tight-lipped, strong-bodied young men repeatedly placed their country at the top of the world in the Spartan sport of long-distance running.

Believed to have originated in the Volga basin in southern Russia, the Finns were driven gradually northward to Estonia and thence crossed to the Finnish peninsula during the Iron Age.

For some six centuries after 1157 Finland was joined to Sweden, while constant wars were waged with the Russians. Finally captured by Russia, Finland in 1809 became a grand duchy of the Russian Empire and remained in that status until the Red revolution of 1917.

By a declaration of independence, December 6, 1917, the Finns broke the Russian yoke, but a sharp Civil War ensued in which Red forces with Russian Communist backing were defeated by the Finnish White Guards under General Carl Gustav Mannerheim, sometimes called "the George Washington of Finland."

On Sound Financial Basis

Although forced to borrow at the outset, the canny Finns, tasting independence for the first time in their centuries of struggle, quickly placed their country on a sound financial footing. Educational facilities are good. Woman suffrage has long been established in Finland. Like this country, Finland tried national prohibition after the war and later abandoned it. Instead, a system of strict governmental control has been set up.

Lying in the same latitudes as Alaska and the frozen wastes of Siberia, Finland has long, hard winters, but the climate is tempered somewhat by its many large and small lakes, its low altitude, the proximity of the Baltic, and prevailing southwesterly winds.

A national custom handed down from remote ages is the steam bath, followed by a shower, first warm, then icy. In the country districts, the Finns often dress outdoors in the cold and the youngsters roll in the snowdrifts "for fun."

Finland's population in recent years has passed the 3,500,000 mark. Between

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Antarctic Again in Public Eye

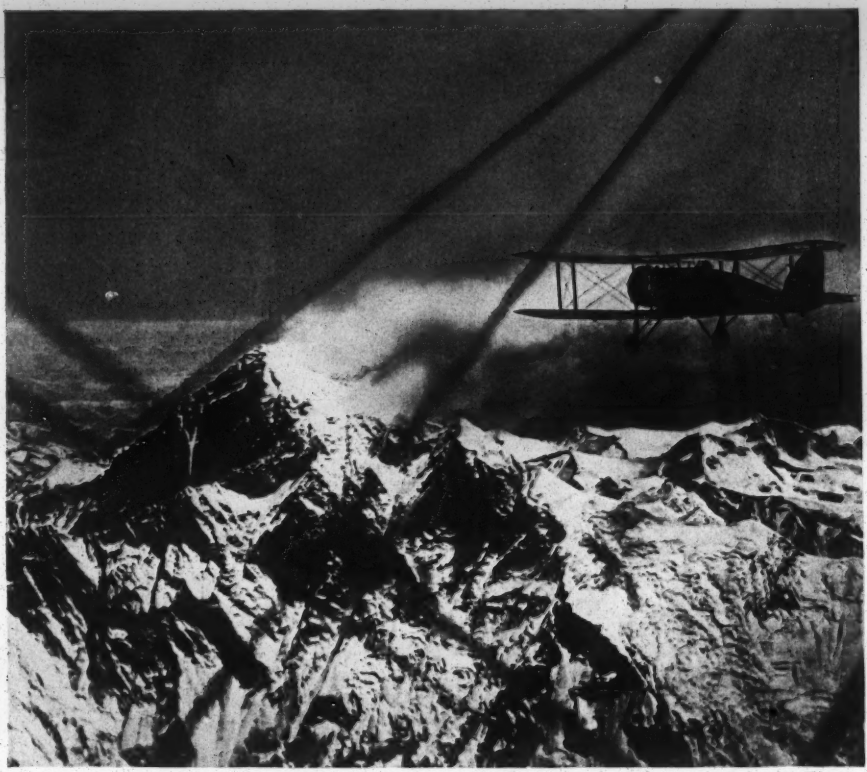
As the year ended, the eyes of the world of exploration were centered again on the Antarctic, to which two important expeditions are headed. Rear Admiral Richard E. Byrd's Second Antarctic Expedition plans a two-year visit, during which, it is hoped, data will be collected relating to unexplored areas almost as large as the continent of South America. Twelve branches of science are represented on this expedition, in which the National Geographic Society is cooperating.

The Ellsworth Trans-Antarctic Flight Expedition, led by Mr. Lincoln Ellsworth, proposes to make a 2,900-mile round-trip flight between the Ross Sea and Weddell Sea. Most of the area to be traversed is totally unknown to man. This expedition will return to the United States in April.

The Antarctic figured in the news earlier in 1933 when the Royal Research Ship *Discovery II* returned to London in June after having completely circumnavigated the Antarctic Continent. Important data about marine life and ocean currents were obtained. In March the ill-fated Riiser-Larsen Antarctic Expedition was rescued off Princess Ragnhild Land by a whaler, after dogs, gasoline, and supplies had been separated by broken ice.

Note: For supplementary reading about some of the regions and exploits mentioned above see the following: "The Aërial Conquest of Everest," *National Geographic Magazine*, August, 1933; "A Forgotten Valley of Peru," January, 1934; "Secrets from Syrian Hills," July, 1933; "Explorations in the Gobi Desert," June, 1933; "New Map Reveals the Progress and Wonders of Our Country," also "How the United States Grew," May, 1933; "Ballooning in the Stratosphere," March, 1933; "Air Adventures in Peru," January, 1933; "Mapping the Antarctic from the Air," October, 1932; "Conquest of Antarctica by Air," August, 1930; "To Bogotá and Back by Air," May, 1928; and "Seeing America with Lindbergh," January, 1928.

Bulletin No. 1, January 22, 1934.



© *London Times*

MT. EVEREST, ROOF OF THE WORLD, FROM ABOVE!

One of the most notable exploration feats of the year was the aërial conquest of the 29,141-foot peak by two planes of the Houston-Mt. Everest Expedition. In this photograph the planes, flying at about 32,000 feet, are approaching the great summit.

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The Penguin, F. F. A. (First Family Antarctica)

REAR Admiral Byrd has been "officially welcomed" to the Antarctic region by the only denizen of this southernmost part of the globe that is not whale, fish, seal, or migrating bird—the penguin.

It is a fact that the penguin was once a true bird, that it can swim like a fish, has the agility of a seal under water, and that it puts on all the pompous airs of a whale. But still it is unique among living creatures, and explorers have long considered it the "official greeter" of Antarctica.

The welcome Admiral Byrd received from the "penguin committee," while characteristic, was not effusive. When the penguins heard the barking of the sled dogs they unceremoniously dropped to their bellies and scuttled away over the ice, their flippers working like connecting rods.

Wings Are Water-Wings Only

There are several varieties of penguins in the Antarctic regions, upon the islands along the fringe of the Antarctic seas, and as far north as the southern extremities of the South American and African mainlands. But the most entertaining of all is the Adélie, a species which has never been successfully transplanted from the snowy wastes of Antarctica.

The Adélie resembles nothing quite so much as a solemn, rotund, little old gentleman with a prominent nose, starched shirt, and swallow-tail coat. His wings are water-wings only, although he goes through all the preparations for a take-off, with flippers outstretched, neck extended, and tail balanced to make a two- or three-foot hop from one rock to another.

This strangely manlike bird is truly an F. F. A. (First Family of the Antarctic), tracing his lineage back to those far-away days of the earth's youth before the coming of the great glaciers. Then, in a temperate or perhaps even tropical climate, it is probable that his ancestors flew like other birds. But as centuries passed into ages and cold crept over the land, killing all vegetation, the penguins were forced to seek sustenance in the sea.

Great Lovers and Scrappers

The Adélie is a gregarious creature. In October and November (the Antarctic spring), he congregates, along with countless thousands of his kind, in great rookeries. There the age-old business of choosing a mate is his first consideration; but, as with true love elsewhere, the course of his romance is not always smooth.

Gentlemen penguins are not only good lovers; they are extremely pugnacious as well, and when more than one Romeo is attracted to the same Juliet, a merry fight is likely to ensue. With beaks and flippers they go for each other, delivering cuts and stabs and raining savage blows about them with such speed that the eye can hardly follow.

If the fair object of all this excitement has a preference for one of the combatants, she may enter the fray on his side, but more often she will sit serenely by while her admirers do battle.

An Adélie's nest consists of a loose pile of small stones, quite unadorned or softened with lining, and the two eggs are kept warm by being enclosed in a deep crease in the thick feathers of the bird's body. Incubation lasts about a month, with both birds participating, for they have a strong parental instinct. When

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the Finns and the Swedish elements among them some feeling exists. The power of the Swedish-speaking group in both politics and education has been somewhat curtailed. The dwarfed, pathetic Lapps, in the extreme north, number only about 1,600.

Abo, Nurmi's home town, was the ancient captial. In 1929 it celebrated its 700th anniversary. The seat of government is now at Helsingfors, a modern though modest capital.

Finnish Square-Riggers in Grain Trade

Half of Finland is clothed with valuable timber. Railway locomotives burn wood instead of coal. In the days of wooden ships Finland held an important place in shipbuilding and on the seas.

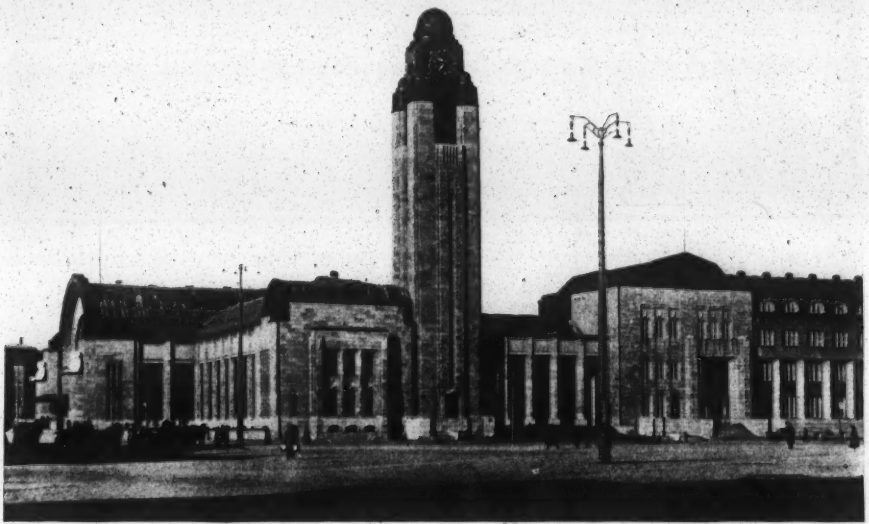
More and more of the square-rigged Cape Horn grain ships have fallen into Finnish hands. But with the steel ship dominating modern marine traffic, lack of iron ore has crowded the Finns from their once important place in general shipping on the oceans.

Lumbering, hunting, fishing, farming, and dairying have been supplemented by a growth of industries turning out such products as paper, linen, tobacco, and leather.

Note: See also "Helsingfors—A Contrast in Light and Shade," *National Geographic Magazine*, May, 1925; "The New Map of Europe," February, 1921; "Russia's Man of the Hour," July, 1917.

Consult also "Cape Horn Grain-Ship Race," *National Geographic Magazine*, January, 1933; and "Rounding the Horn in a Windjammer," February, 1931.

Bulletin No. 2, January 22, 1934.



Photograph courtesy Legation of Finland

HELSINGFORS' RAILROAD STATION HAS MODERN LINES

Finland has expended large sums in the development of State railways, highways, and waterways. The capital city's new terminal, facing an immense treeless square, was designed by the Finnish architect Saarinen. The Finns themselves call their capital city "Helsinki" ("Helsingfors" is Swedish) and their country "Suomi."

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Venice Gets a Little Too Much Water

VENICE, whose very name suggests a city of canals and waterways, suffered severely from a surplus of water recently when westerly winds from the Adriatic whipped waves into the first floors of its houses, churches, and other buildings. St. Mark's Square was flooded, and rowboats appeared where tourists, in summer, feed the pigeons.

In medieval times such overflows were serious affairs, because the city is situated on a cluster of small islands some distance from the mainland of Italy. Last year, however, Venice was connected with the mainland by a new three-mile automobile viaduct, supplementing the railroad bridge which has been in use for some time. Food and medical supplies may now be brought into the city by either highway or railroad.

Despite the gradual inroad of modern means of communication, however, Venice is still "the bride of the Adriatic," a city where the boat—from flying boat and motor launch to the graceful gondola—is supreme.

Change to Water Craft at City Gate

Those who love Venice for its sparkling canals, beautiful marble palaces, crumbling mansions, noiselessly-gliding gondolas, and tortuous, alleylike streets perhaps may be relieved to know that the automobile viaduct hardly affects the medieval charm of the city. Like the railroad, the new highway ends at the northwest gate of the city, where a huge garage has been built with a capacity of 2,000 motor cars. Here the motorist or the train traveler must change to a motor boat or a gondola to reach his hotel or other destination in the city.

Were it possible to drive over the narrow, arched bridges of the city, progress in a motor car would still not be possible in the mere slits of paved passageway that serve as streets in Venice.

The modern visitor who arrives by air in Venice knows how closely the city is wedded to the sea. From a distance Venice appears to be a single, large island, whose dreamlike spires and domes rise about midway between the mainland and a long string of white, sandy keys facing the Adriatic Sea. As the plane glides closer the plan of the city unfolds. Twisting through the center of the town, like a gigantic letter "S," runs a broad waterway, the Grand Canal, which empties at its southern end into the wider Canal of San Marco.

"How Many Canals in Venice?"

Between the Grand Canal and the sharply-defined outer limits of the city wind many tiny threads and ribbons of water, all of them bordered by buildings of varying heights, and bridged here and there by graceful arches of masonry and brick. No other city is so interlaced with waterways as is Venice. In fact, its name has become a synonym for a "well-watered" community.

In all there are some 150 canals in Venice, dividing the city into 117 large and small islands. About 380 bridges provide access from one island to another, although only three bridges, among them the famous Rialto, span the Grand Canal. The 15,000 stone houses and marble palaces of the city are built on piles sunk into the mud of once-marshy islands.

While all of Venice is fascinating to the lover of the picturesque, the gayest section to the stranger is that around St. Mark's Square, the scene of countless

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hatched, the chicks are little balls of sooty down, and they wear their baby clothes for some weeks, exchanging them for suits of feathers.

Adélies live largely on a small, red, shrimplike crustacean which occurs in amazing numbers in the Antarctic seas. There is little or nothing for them to eat on the land, and therefore, until the chicks are fully developed and able to take care of themselves in the water, they must be fed.

The bogy man for baby penguins takes the form of a skua gull. This unpleasant bird conceives its mission in life to be the prevention of over-population among the Adélies, and woe to the unwary chick that wanders away from its comrades!

Note: For other photographs of the life and habits of this strange bird, and the regions where it lives, see: "The Greatest Voyage in the Annals of the Sea (Ferdinand Magellan)," *National Geographic Magazine*, December, 1932; "Antarctica's Most Interesting Citizen," February, 1932; "The Conquest of Antarctica by Air," August, 1930; "Around the World in the Islander," February, 1928; "The Columbus of the Pacific (Captain James Cook)," January, 1927; "The Lure of the Land of Ice," March, 1924; "South Georgia, an Outpost of the Antarctic," April, 1922; and "Life in the Antarctic," December, 1922.

Bulletin No. 3, January 22, 1934.

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"HAVE YOU ANY FINAL STATEMENT TO MAKE?"

The cook of the First Byrd Antarctic Expedition selects a penguin from the group which was always hanging around the camp at Little America. Most of the men liked breasts of penguin, although some of them objected to the fishy taste. Curious about all things, the little Adélie penguins occasionally approached so close to the expedition's dogs that they served themselves up for lunch!

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Silver, Metal of the Hour

PRESIDENT ROOSEVELT'S order directing the purchase of over 24,000,000 ounces of domestically-mined silver, half of which is to be converted into coinage, places this metal in the spotlight of world news.

Much of the population of the earth, including China, uses silver as a currency base, and these people are particularly concerned in the effects of the President's action. Silver-mining States in the West will be benefited by increased employment in mines and smelters.

"Much as we may prize it, nobody knows how much silver there is," writes Frederick Simpich in a communication to the National Geographic Society. "According to the Director of the United States Mint, all silver coin in the world, in 1931, had a face value of $4,110,046,000. Stores of bar silver in the world are not accurately known; they are estimated at eleven to twelve billion ounces, most of which is in India.

Mexico Produces Nearly Half World's Silver

"Since Columbus came to America the world has mined about fourteen times as much silver, by weight, as it has gold—or silver amounting to about 15,400,000,000 ounces. That is more than half a million one-ton truckloads, a parade halfway across the United States of America, or enough silver to pave Broadway six inches deep from the Battery up to Central Park.

"To-day about three-fourths of all silver produced comes from North America. Mexico alone sometimes yields nearly half of the world's annual output. Some 23 per cent comes from the United States, 9 per cent from Canada and Peru each, and the remainder from Australia, India, and other countries.

"It is significant, too, that about half of all silver found since Columbus discovered America was mined after 1889. This is because of new mining methods and the fact that nowadays most silver produced is a by-product of mining carried on chiefly for some other metal.

"The output of silver, at any time, may therefore be a kind of index to the mining business in these other metals. Though the outputs of gold and silver have risen together, one is at times mined faster than the other.

Price Affects Millions in the Orient

"Silver is so much a part of world trade that its changing price figures in the daily news, is quoted on the National Metal Exchange in New York, and affects the prices of life's necessities among the hordes of the Orient. Because China retains the silver standard in her money, silver's price per ounce is of vital interest to all merchants everywhere who buy and sell in China.

"When, for example, silver in 1919 soared to such a dizzy cost, it upset price standards in the Far East, in terms of foreign money. In the same way, when in 1932 it sank to an all-time low, the effect on wages and prices in the Orient, and on those who operate silver mines in the Occident, was equally confusing.

"Silver, as a metal, is a commodity. In the form of bars it figures in the arts and industries and in the metal trade. In some countries it is also the standard of value; in many other lands throughout the world, where it is not the standard, it nevertheless is much used as subsidiary money. That is the case in the United

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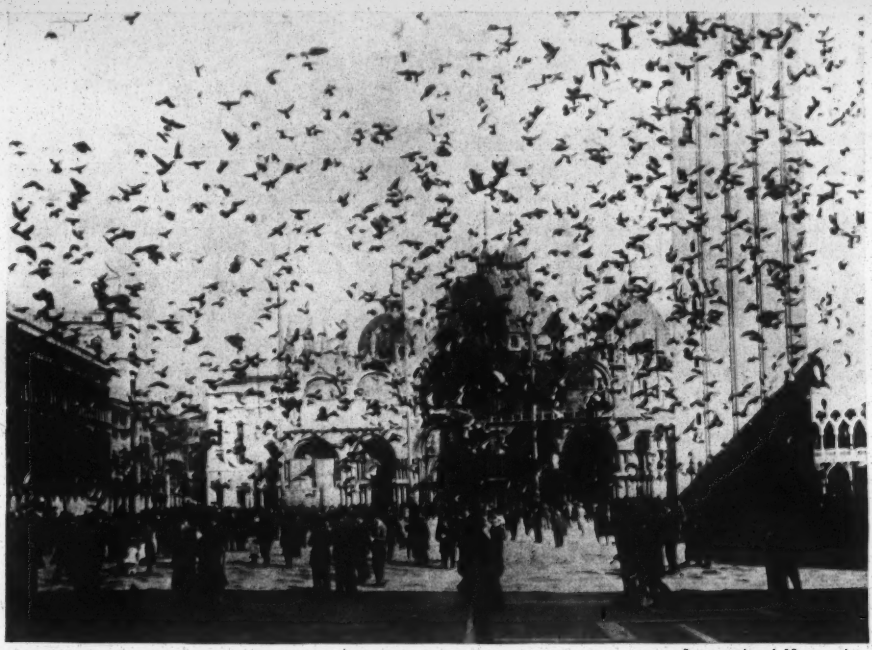
triumphs and pageants for centuries. This broad expanse of pavement, an open square larger than that of many cities where land is not at a premium, is the focus of city life.

Undoubtedly the most famous institution of Venice is the gondola. Scores of narrow and shallow "water lanes" and "water alleys" gave rise to this strange type of craft just as truly as an aquatic life changed legs into flippers for seals or put web feet on ducks. Perhaps no other boat as large as a gondola, even though driven by oar or pole, could navigate these small channels. Extreme lightness of draft and ability to turn and swerve about agilely are the chief needs in Venice's canal traffic.

The visitor to Venice for the first time is likely to be disappointed in the appearance of the gondola. So much romance has been associated with these fairylike craft that the stranger unconsciously expects them to be gaily decorated. But each is like all the rest—a somber, funereal black. The powerful council of the old Venetian Republic decreed this shade back in the sixteenth century, because too many Venetians were squandering their money vying with one another in decking their gondolas with costly trappings.

Note: Venice, one of the world's unique cities, is further described and illustrated in the following, which may be consulted in your school or local library: "The Perennial Geographer," *National Geographic Magazine*, October, 1930; "Venice, Home City of Marco Polo," November, 1928; "Man and Nature Paint Italian Scenes in Prodigal Colors," April, 1928; "Dalmatian Days," January, 1928: "From England to India by Automobile," August, 1925; "Cathedrals of the Old and New World," July, 1922; "The World Viewed from the Air," May, 1922; "Adventures with a Camera in Many Lands," July, 1921; "Inexhaustible Italy," October, 1916; and "Venice," June, 1915.

Bulletin No. 4, January 22, 1934.



International Newsreel

WINGS OVER VENICE

St. Mark's Square has been the scene of countless triumphs, pageants, and tragedies in the long history of Venice. Through the haze of flying pigeons can be seen the great Cathedral of St. Mark and (at the right) part of the lofty Campanile, a reproduction of the bell tower that stood in Marco Polo's day and which collapsed in 1902. During the recent flood rowboats were used to cross this famous square.

States. While we freely use silver coins, silver is really a commodity and not a standard of value.

"The shekels of Bible times hint at the beginnings of money. They were not coins, but pieces of silver of a certain weight. Silver chunks, known as 'sycee,' are still used in China.

"Tribute for Caesar"

"'So far as we know,' said Herodotus about 2,400 years ago, 'the Lydians were the first to make coins of silver.' Rome used coins some centuries before the Christian era. It was a Roman coin which the enemies of Jesus showed Him when they tried to trick Him into saying whether tribute should be paid to Caesar.

"'Show me the tribute money,' Jesus said. 'Whose is this image and superscription?'

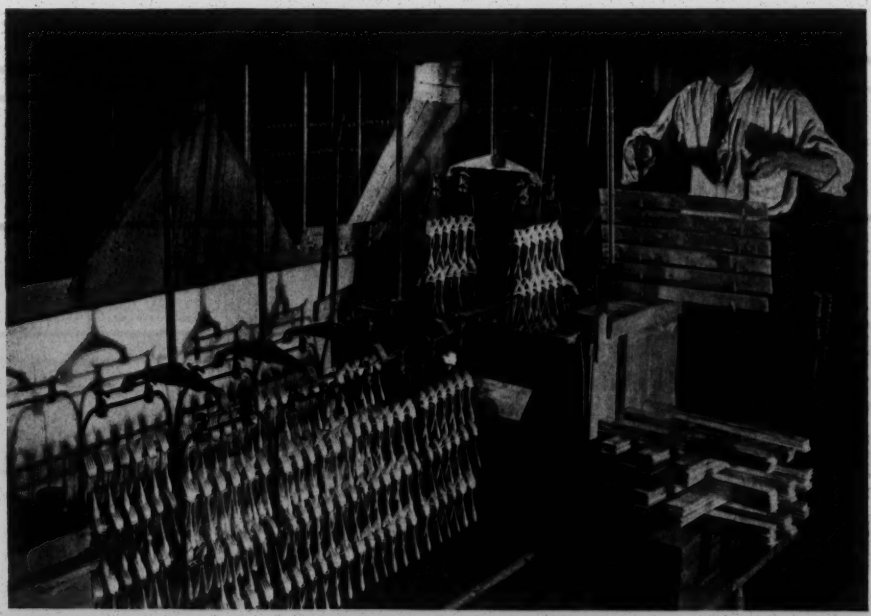
"'Caesar's.'

"And He answered, 'Render therefore unto Caesar the things which are Caesar's, and unto God the things which are God's.'

"Pictures of kings and queens on ancient coins help verify history and fill in many gaps. Besides images of warriors and royalty, many early coins also bear the heads of bulls or lions, the figures of athletes, hunted animals, ears of corn, and other designs."

Note: For additional photographs, and other timely and interesting data about silver—its production and uses—consult: "Pieces of Silver," *National Geographic Magazine*, September, 1933; "The Fire-Walking Hindus of Singapore," April, 1931; "The Geography of Money," December, 1927; "Canada from the Air," October, 1926; "Struggling Poland," August, 1926; "From England to India by Automobile," August, 1925; "A Visit to Three Arab Kingdoms," May, 1923; "A Longitudinal Journey Through Chile," September, 1922; and "A Few Glimpses into Russia," September, 1917.

Bulletin No. 5, January 22, 1934.



Photograph courtesy Oneida Community

A TABLEWARE "ASSEMBLY LINE"

This silver-plating machine moves dozens of knives, forks, and spoons along a rack under an overhead rail. At each tank it pauses, dips its cargo, and passes on. The weight of the silver plate is determined by the time of immersion in the solution.

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